

# The Hongkong Telegraph

NEW SERIES No. 5655

第七十二月一十年三十三緒光

TUESDAY, DECEMBER 31, 1907.

二拜禮 號一十二月二十年三十三緒光

330,000 ANNUAL SINGLE COPY 10 CENTS

## Banks.

### YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP... ¥24,000,000  
RESERVE FUNDS... ¥15,550,000

**Branches and Agents:**  
TOKIO, CHEFOO  
Kobe, NINTSIN  
OSAKA, KENIN  
YACASAKI, NEWOHANG  
LONDON, DALNY  
YONS, PORT ARTHUR  
NEW YORK, ANTUNG  
SAN FRANCISCO, LIOYANG  
HONOLULU, MUKDEN  
HOMBAI, TIE-LING  
SHANGHAI, CHANGCHUN  
HANKOW

**Head Office—YOKOHAMA.**  
HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 1 per cent.  
per Annum on the Daily Balance.  
On fixed deposit—  
For 12 months 5% p.a.  
" 6 " 4% " "  
" 3 " 3% " "  
" 1 " 2% " "  
TAKKO TAKAMICHI,  
Manager.

Hongkong, 31st October, 1907. [15]

### INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES  
IN CHINA, THE PHILIPPINE ISLANDS AND  
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP... GOLD \$5,250,000  
ABOUT MEX \$5,000,000  
RESERVE FUND... GOLD \$5,250,000  
ABOUT MEX \$5,000,000

**HEAD OFFICE:**  
60 WALL STREET, NEW YORK.  
**LONDON OFFICE:**  
TEARADNEEDLE HOUSE, E.O.  
**LONDON BANKERS:**  
BANK OF ENGLAND,  
NATIONAL PROVINCIAL BANK OF  
ENGLAND, LIMITED.  
THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE  
WORLD.  
THE Corporation transacts every Descrip-  
tion of Banking and Exchange Business;  
receives Money in Current Account at the  
rate of 2% per annum on daily balances and ac-  
cepts Fixed Deposits at the following rates:—  
For 12 months 4% per cent. per annum.  
" 6 " 3% " "  
" 3 " 2% " "  
" 1 " 1% " "

No. 9, Queen's Road Central,  
Hongkong.  
W. M. ANDERSON,  
Manager.

Hongkong, 24th July, 1907. [18]

### DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP... Sh. Tael 7,500,000  
**HEAD OFFICE—SHANGHAI.**  
**BOARD OF DIRECTORS: BERLIN.**

**BRANCHES:**  
Berlin, Calcutta, Hankow, Hongkong,  
Kobe, Peking, Singapore, Tientsin,  
Tientsin, Tsingtau, Yokohama.  
FOUNDED BY THE FOLLOWING BANKS AND  
BANKERS:  
Koenigliche Seehandlung (Preussische  
Staatsbank)  
Direction der Disconto-Gesellschaft  
Deutsche Bank  
S. Bleichroeder  
Berliner Handels-Gesellschaft  
Bank fuer Handel und Industrie  
Robert Warshawsky & Co.  
Mendelssohn & Co.  
M. A. von Rothschild & Soehne  
Jacob S. H. Stern  
Norddeutsche Bank in Hamburg, Hamburg.  
Sal. Oppenheim jr. & Co., Koeln.  
Bayerische Hypothek und Wechselbank  
Muenchen.

**LONDON BANKERS:**  
Messrs. N. M. Rothschild & Sons.  
THE UNION OF LONDON AND SMITH'S BANK,  
LIMITED.  
DEUTSCHE BANK (BERLIN), LONDON AGENT,  
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account  
DEPOSITS received on terms which may be  
learned on application. Every description  
of Banking and Exchange business transacted.  
A. KOEHN,  
Manager.

Hongkong, 4th December, 1907. [22]

### NEDERLANDSCHE HANDEL- MAATSCHAPPIJ.

(Netherlands Trading Society.)  
ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (13,750,000)  
RESERVE FUND FL. 5,375,000 (1,443,000)  
(about 1,443,000)

**Head Office—AMSTERDAM.**  
**Head Agency—BATAVIA.**

**BRANCHES:** Singapore, Penang, Shanghai,  
Rangoon, Samarang, Sourabaya, Cherbon,  
Tegal, Pecalongan, Pasoeroean, Tjilatjap,  
Padang, Medan (Deli), Palembang, Kota  
Yadja (Atjeh), Bandjoeingie,  
Compendia at Macassar, Bontoe, Colo-  
bo, Madras, Pondicherry, Calcutta, Bang-  
kok, Saigon, Haiphong, Hanoi, Amoy,  
Yokohama, Kobe, Melbourne, Sydney,  
New York, San Francisco, &c.

**LONDON BANKERS:**  
THE UNION OF LONDON AND SMITH'S  
BANK, LIMITED.

THE Bank buys and sells and receives for  
collection: Bills of Exchange, issued  
letters of credit on its Branches and corre-  
spondents in the East, on the Continent, in  
Great Britain, America, and Australia, and  
transacts banking business of every description.

INTEREST ALLOWED.  
On Current Accounts 2% per annum on daily  
balances.  
Fixed Deposits: 12 months 4% per annum.  
" 6 " 3% " "  
" 3 " 2% " "  
" 1 " 1% " "

On Deposit Accounts 2% per annum on daily  
balances.  
Fixed Deposits: 12 months 4% per annum.  
" 6 " 3% " "  
" 3 " 2% " "  
" 1 " 1% " "

On Deposit Accounts 2% per annum on daily  
balances.  
Fixed Deposits: 12 months 4% per annum.  
" 6 " 3% " "  
" 3 " 2% " "  
" 1 " 1% " "

Hongkong, 18th November, 1907. [20]

## Banks.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL... \$10,000,000  
RESERVE FUNDS... \$1,750,000

**COURT OF DIRECTORS:**  
G. H. Medhurst, Esq., Chairman.  
Messrs. Mr. Henry Keswick, Deputy Chairman.  
A. Foch, Esq., R. Shillim, Esq.,  
E. Goss, Esq., R. Shew, Esq.,  
A. Haupt, Esq., H. A. W. Slade, Esq.,  
C. R. Leismann, Esq., H. E. Tomkins, Esq.,  
A. J. Raymond, Esq.

**CHIEF MANAGER:**  
Hongkong—J. R. M. SMITH.  
**MANAGER:**  
Shanghai—H. E. R. HUNTER.  
LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.  
HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2 per Cent.  
per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 3% per Cent. per Annum.  
For 6 months, 3% per Cent. per Annum.  
For 12 months, 4% per Cent. per Annum.  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 17th August, 1907. [21]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.  
INTEREST on deposits is allowed at 3% PER  
CENT. per annum.  
Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 PER CENT. per annum.  
For the HONGKONG AND SHANGHAI  
BANKING CORPORATION.  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 12th January, 1907. [1]

### THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
**HEAD OFFICE—LONDON.**

PAID-UP CAPITAL... £800,000  
Shortly to be increased to £1,200,000  
RESERVE FUND... £1,075,000  
Shortly to be increased to £1,475,000  
RESERVE LIABILITY OF PROPRI-  
ETORS... £800,000

INTEREST ALLOWED ON CURRENT  
ACCOUNT at the rate of 5 per cent. per  
annum on the Daily Balances.  
On Fixed Deposits for 12 months 4% per cent.  
" 6 " 3% " "  
" 3 " 2% " "  
" 1 " 1% " "  
JOHN ARMSTRONG  
Manager.

Hongkong, 15th May, 1907. [23]

### NEDERLANDSCH-INDISCHE HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)  
ESTABLISHED 1863.

Authorized Capital FL. 15,000,000 (1,150,000)  
Subscribed Capital FL. 10,000,000 (750,000)  
Reserve Fund... FL. 2,112,500.36 (158,648)

**Head Office—AMSTERDAM.**  
**Sub-Office—THE HAGUE.**  
**Head Agency—BATAVIA.**

BRANCHES:—At Singapore, Sourabaya, Sama-  
rang, Indramajoe, Bandoeing and Welte-  
vreeden.  
CORRESPONDENTS:—At Amboin, Tegal, Paga-  
man, Macassar, Pontianak, Padang,  
Medan, Penang, Rangoon, Calcutta, Bom-  
bay, Madras, Colombo, Karachi, Djeddah,  
Bangkok, Saigon, Shanghai, &c.

**BANKERS:**  
London: The Williams Deacons Bank, Ltd.  
Paris: Comptoir National d'Escompte de Paris.  
Berlin: Deutsche Bank.  
Brussels: Banque de Paris et des Pays Bas.  
Vienna: Union Bank.  
Rome: Banca Commerciale Italiana.

THE BANK buys and sells and receives for  
collection: Bills of Exchange, issued  
Letters of Credit payable in all important places  
of the world and transacts every description of  
Banking and Exchange business.  
On Current Accounts 2% per annum on daily  
balances.  
On Fixed Deposits: 12 months 4% per annum.  
" 6 " 3% " "  
" 3 " 2% " "  
" 1 " 1% " "

J. BOETJE,  
Manager.

16, Des Voeux Road Central. [19]

## Notice of Firm.

### INTERNATIONAL SLEEPING CAR and EXPRESS TRAINS CO.

(THE  
GREAT TRANS-SIBERIAN ROUTE  
TO EUROPE.)

HAVING been appointed AGENTS for  
the above Company, we shall be  
pleased to give any information as to rates of  
passage, &c., in connection with the  
SHEWAN TOMES & CO.  
Agents.

Hongkong, 31st July, 1907. [20]

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR  
LONDON and ANTWERP... [N.V. de Nederlandsche Indische Handel-Maatschappij]  
SHANGHAI, KOBE & PALAWAN... [N.V. de Nederlandsche Indische Handel-Maatschappij]  
SHANGHAI... [N.V. de Nederlandsche Indische Handel-Maatschappij]  
LONDON, &c., via usual Ports (DELHI... [N.V. de Nederlandsche Indische Handel-Maatschappij]  
of Further Particulars, apply to  
E. A. HEWITT, Superintendent.

Hongkong, 31st December, 1907. [10]

## Intimations.

### LANE, CRAWFORD & CO.

BEST MAKES IN  
DRESS SHIRTS,  
\$3 ea., 6 for \$10.50. \$4.50 ea., 6 for \$25.00.

DRESS TIES,  
From 75 cts. per Dozen.

WHITE KID GLOVES,  
\$1.25. \$2.25 per pair.

FANCY SOCKS. SILK MUFFLERS.  
LIGHT WEIGHT OVERCOATS.

LANE, CRAWFORD & CO.  
Telephone 97. [15]

### GUINNESS'S STOUT AND BASS PALE ALE.

"HORSEHEAD" BRAND  
IN QUARTS, PINTS, AND SPLITS.

CALDBECK, MACGREGOR & CO.  
WINE AND SPIRIT MERCHANTS.

Hongkong, 2nd December, 1907. [18]

### HONGKONG, CANTON & MACAO STEAMBOAT COMPANY LIMITED.

EXCURSION TO MACAO.

On SUNDAY the 5th January.

THE Company's Steamship  
"SULAN"  
will depart from DOUGLAS WHARF at 9 A.M.  
Returning from Macao at 5 P.M.

Meals and Refreshments supplied on board.

Return Fare... on the following day... 500  
Single... 200

Popular Excursion Rates arranged.

Children under 12 years Half-Fare.

NO CHITS will be accepted, and servants' passage must be paid for.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and  
from Hongkong at 7 P.M. from the COMPANY'S WHARF. This steamer connects with the  
returning steamer from Macao.

W. E. CLARKE  
Manager.

Hongkong, 30th December, 1907. [17]

## Intimations.

One of the most prominent Medical men of  
China said:

"Where Bear Brand Milk is  
Known, the public will  
have no further com-  
plaint as to their milk  
supply."

For Sale at  
LANE, CRAWFORD & CO.  
THE MUTUAL STORES.

and all its BRANCHES.

A. S. WATSON & CO. LD.,  
and the Agents—

F. BLACKHEAD & Co.  
Hongkong, and October, 1907. [13]

### THE CITY OF PARIS, PARISIAN DRESSMAKERS AND COURT MILLINERS, 2, PRUDER STREET, MADAME FIAT, MANAGERS.

JUST RECEIVED:  
A Large Assortment of EVENING GOWNS  
from \$60.

Also Furs, Feather Boas, Trimmings, &c. [19]

### CHAMPAGNE. G. H. MUMM & CO.

THE MOST POPULAR WINE  
Can be had in the following qualities:

EXTRA DRY (Gout Americain),  
BRUT (Cordon Rouge).

Sales in the United States exceed the total of  
all other Brands.

Served in all Clubs and First-class Hotels,  
and obtainable at all Wine Merchants in the  
Colony, and from Shewan, Tomes & Co., sole  
agents. [14]

### Hotels.

### CONNAUGHT HOTEL, HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL,  
SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.  
31R. CTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.  
Bath to Every Room.  
HOTEL CATERING THROUGHOUT.  
Hotel Lunch Meets all Stegmere.  
Special Terms for Tourists and Parties or Families.  
FOR TERMS APPLY TO—  
THE MANAGER & AGENT.

### HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.  
Military Band during dinner on Saturday Nights.  
A. F. DAVIES,  
Manager. [16]

### VICTORIA HOTEL, MACAO HOTEL, (TELEGRAMS—VICTORIA—SHAMKUN) (TELEGRAMS—FARMER—MACAO) SHAMKUN, CANTON. MACAO, CHINA.

On the BATTERY CONCRESSION. IN THE CENTER OF THE PRIMA GRANDE  
ST. HAYNES, Manager. Capt. A. AUSTIN, Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED  
EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND  
TOURISTS. W. FARMER, Manager. [17]

### HOTEL CRAIGIEBURN.

PLUNKET'S GAP, THE PRINCE, near the TRAM TERMINUS, Tel. 50.  
For Terms, &c., apply to the  
MANAGER.  
Hongkong, 1st July, 1906. [12]



## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
"POWAN,"	2,338 "	" H. L. Black.
"FATSHAN,"	2,360 "	" G. V. Lloyd.
"KINSHAN,"	1,995 "	" B. Brauch.
"HEUNGSHAN,"	1,998 "	" R. D. Thomas (At Dock)

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), to P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at 9 P.M. from Company's Wharf, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.

ALL PAYMENTS MUST BE MADE IN CASH. CHITS CANNOT BE ACCEPTED.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN,"	1,651 tons	Captain W. A. Valentini.
"SUI-TAI,"	1,651 "	" G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 1 P.M.

## JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain S. Bell Smith.
"NANNING,"	569 "	" Mackintosh.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
Hotel Mansions, (First Floor), opposite the Hongkong Hotel,  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.  
Hongkong, 24th December, 1907.

## WEST RIVER BRITISH STEAMSHIP COMPANIES.

## HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" sail from HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity. THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

For further information apply to—  
BUTTERFIELD & SWIRE,  
AGENTS,  
WEST RIVER BRITISH S.S. COMPANIES.  
Hongkong, 2nd November, 1907.

## REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE

## COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU,"	1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN,"	1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 9.30 P.M. (Saturdays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents—Messrs. E. Pasquet &amp; Co. For further particulars, please apply to—

BARRETTO & CO.,  
Agents.

Hongkong, 5th April, 1907.

## IMPERIAL BREWING COMPANY, LIMITED.

## PURE CREAM BEER.

For samples and prices please apply to

## WINE GROWERS SUPPLY CO.

BARRETTO &amp; CO.,

General Agents.

Hongkong, 22nd October, 1907.

## Hotel.

## KOWLOON HOTEL, HONGKONG.

## NEEDS NO ADVERTISING.

World-Wide Reputation. The only First-class Hotel in Kowloon. Most Charming and Popular Resort in the Colony. Electric Lights, Fans and Call Bells. Bath Rooms attached to Each Room.

Telephone No. 14.

Unrivalled for Comfort and Cuisine. Thoroughly Up to Date with Every Modern Luxury. Billiards and Bowling Alleys. Moderate Terms and No Extras. Modern Management.

O. E. OWEN,  
Proprietor.

## Intimation.

## THE YOKOHAMA DOCK CO., Ltd.

## No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 875 ft. Width of entrance, top 60.5 ft.; bottom 45.5 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns, for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams: "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Messrs. Bonta, A. 1, and Watkins.

Yokohama, May 3rd, 1905.

## Mails.

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

NAPLES, ALGIER, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG ..... "YORCK" ..... Capt. J. Randemann ..... WEDNESDAY, Noon, 1st Jan., 1908.

SHANGHAI, NAGASAKI, KOBE ..... "ZIEGLER" ..... Capt. F. Frosch ..... About FRIDAY, 3rd Jan., 1908.

MANILA, FRIEDRICH WILHELMSHAFEN, SIMPSONHAFEN, SAMARAI, BRISBANE, SYDNEY and MELBOURNE ..... "MAMILLA" ..... Capt. M. Hansen ..... SATURDAY, 10 A.M., 4th Jan., 1908.

KUDAT and SANDAKAN ..... "BORNEO" ..... Capt. F. Samhill ..... Middle of January, 1908.

For further Particulars, apply to

## NORDDEUTSCHER LLOYD MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 31st December, 1907.

## JAVA-CHINA-JAPAN LIJN. REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA	Second half Dec.	JAVA PORTS	First half Jan.
TJIMAH	JAPAN	First half Jan.	JAVA PORTS	First half Jan.
TJIBODAS	JAVA	First half Jan.	JAPAN	First half Jan.
TJIKINI	JAPAN	First half Jan.	JAVA PORTS	Second half Jan.
TJILATJAP	JAPAN	Second half Jan.	JAVA PORTS	Second half Jan.
TJILIWONG	JAVA	First half Feb.	JAPAN	First half Feb.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

## JAVA-CHINA-JAPAN LIJN.

Telephone No. 573.

YORK BUILDINGS, 1st Floor.

Hongkong, 31st December, 1907.

## Dentistry.

## TAIN TING.

## LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 145, QUEEN'S ROAD CENTRAL.

## REASONABLE FEES.

Consultation Free. Hongkong, 2nd Dec., 1907.

## Dr. M. H. CHAUN.

## THE LATEST METHOD

of the

## AMERICAN SYSTEM OF DENTISTRY

11, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 18th April, 1907.

## REVIVAL DELIRIUM INCREASING.

## SOME WEIRD INCIDENTS OF FANATICAL SEIZURE.

Extraordinary scenes continue to accompany the revivalist gatherings at Memorial Green, in the Shropshire Hills, and our special correspondent gives a description of a recent service in its way still more strange than that of Sunday night, reports the London Morning Leader of 27th Nov.

When I arrived at the mission tent (he writes) the meeting was laughing heartily at a rally of a grey-bearded speaker who was remarking: "They say we all ought to be in an asylum—well, we should all be very happy together."

The old gentleman was followed by Mr. Foster, Mr. J. Wesley Baker's co-missioner, who told how he had been having a terrible hand-to-hand encounter with the devil, who had prevented him from reading a certain verse in the Psalms the previous night. And next came a succession of pale-faced, nervous women, who stated in turn that the Spirit had commanded them to speak.

"FOR GOD'S GLORY." The last woman, who was a little distraught and excited, spoke strangely for some moments, and was giving an account of her "experiences" when Mr. Baker pulled her up and asked her for fuller particulars.

At once she broke off, and with fearful accent and staring eyes cried out: "Something strange may happen to me to-night, but it will be all for God's glory." Something strange will happen to me, but it must not be interfered with, whatever course it takes. The Lord is going to do great things to me to-night.

Within a few minutes she fell to the ground with a startling crash moaning unceasingly, and with her head only a few inches from the little fireplace. A young girl of about 15 who saw her fall had to be led out by her father, and two gipsies who had been laughing, and repeatedly asking when "the show was going to commence," were suddenly sobered for the time being.

## AN EMOTIONAL CLIMAX.

On the previous night the strange sort of hypnotic hysteria which suddenly sweeps the audience just before the weird manifestations began was produced by Mr. Baker chanting in a fervid way, as a sort of incantation, "Breathe thou the coming Power." This time it came about through a man of the labouring class dropping to his knees and crying aloud with straining intensity, again and again, "Let it come, Jesus, let it come, Jesus!" and wringing his hands the while.

Almost at once, as though a kettle had suddenly begun to boil, there arose from different parts of the tent that curious, incessant gabble pitched in a key which seems to be neither minor nor major. It started off at top-speed with those half-articulate sounds I have already described, rising all the time in pitch and speed. Again, too, there was the quacking of ducks, and a now cry which resembled the bleating of a lamb.

## A QUEER INCIDENT.

Presently something occurred which I prefer not to attempt to account for. In a seat at right-angles to my own a fresh-coloured girl had appeared to be enjoying the scene as a sort of entertainment. From time to time she had glanced about with laughing eyes to see if anybody else were enjoying it, too. When a man got up and sang an amazing rattle of uncouth words to the tune of "Jesus, lover of my soul," she had to cover her mouth with her hand. My attention was then drawn for some minutes to an elderly woman who had risen, and was slowly and soberly turning round and round in a circle with her arms held high over her head, and singing the while in a quavering voice, with monotonous iteration, "Tis all I have, round no light appears." And, as she sang and revolved, she presently came to rest at the words.

When next I looked at the girl who had laughed I was surprised to find that she had slipped to her knees, like the faithful, and that her hands were beating a tattoo on the bench, also like the faithful. The inevitable followed, and in a moment or two she was on her back on the floor, shaken with paroxysms of horrible, unnatural laughter. The change from the smiling girl to this seizure was uncanny.

## UNEARTHLY LAUGHTER.

Here fits of unearthly laughter seemed to act on an old, old man, who rolled on to his back, and after beating a sort of kettle-drum tattoo on the floor with his heels and fists, also burst into violent gusts of maniacal laughter.

"Okey-okey, alay-okey," fervently sang another white-haired worshipper who had risen the better to see this visitation of the Pentecostal spirit, and three more women collapsed and rolled and writhed on the floor.

One enthusiast roared, and going to a man who had taken an openly spectacular interest in the proceedings, said to him, "I should like to see you down, brother." The man replied that he did not think it at all necessary to roll on the floor for salvation, and they proceeded to argue it out there and then. But never once did their voices distract the "reeling or lessening in any way the cryings and shoutings and gabbling."

It was nearly eleven o'clock when Mr. Foster rose up and said that the meeting was at an end, adding: "I do not think any one can dispute the power of God now—in there anyone else for Christ to-night?"

## IN THE FIRST STAGES.

He had gone to the door and opened it, when in coming back he noticed a young girl in the first stage of the mysterious seizure. At once he stopped, and holding up his hand quietly said: "Our sister has not got through yet; we must wait until she does." This was at 10.30 precisely, and the frenzied devotees went at it again without a stop. At eleven o'clock the girl slipped on to the floor; but despite the most urgent prayers, and the most incoherent cries she remained motionless, as though she were in a trance. At 11.45 she still lay in the same state, but as I had a long drive before me I was forced to go, leaving the meeting deep in its strange perversity.

## To Let.

## TO BE LET.

THE whole 3rd FLOOR of No. 1, PRADDER STREET. Apply—

C/o Hongkong Telegraph, Hongkong, 31st December, 1907. [1000]

## TO LET.

4 ROOMED HOUSES in GAR ROAD near the Race Course within easy access to the Lower Level Tramway. Rent very moderate. FLATS for Europeans in WILD DELL BUILDINGS, No. 147, Wanchai Road. Apply to—

PERCY SMITH &amp; SETH, Hongkong, 16th December, 1907. [1007]

## TO LET.

OFFICES on TOP FLOOR, No. 2, CONNAUGHT ROAD, facing the Cricket Ground. Apply to—

HATHERLEIGH, Conduit Road. A HOUSE in CLINTON GARDENS, Conduit Road. OFFICES in YORK BUILDING, GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 105, DES VOEUX ROAD next to the Hongkong Hotel. FLATS in MORRISON TERRACE. Apply to—

THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LD.

Hongkong, 1st December, 1907. [630]

## TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON. Apply to—

THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LD. Hongkong, 1st December, 1907. [16]

## TO LET.

NO. 11, SEYMOUR ROAD. With possession from 1st December next. Apply to—

THE COMPRADORE DEPARTMENT, Jardine, Matheson &amp; Co., Ltd., Connaught Road Central. Hongkong, 22nd October, 1907. [940]

## TO LET.

NO. 38, CAINE ROAD. AUCTION ROOMS, No. 2, ZETLAND STREET. No. 2, FAIRVIEW, ROBINSON ROAD, Kowloon. Apply to—

LEIGH &amp; ORANGE, 1, Des Voeux Road. Hongkong, 16th October, 1907. [913]

## TO LET.

NO. 5, MORRISON HILL. ONE FOUR-ROOMED HOUSE, in PRAYA EAST, near East Point. Apply to—

JARDINE, MATHESON &amp; CO., LD. Hongkong, 19th October, 1907. [933]

## TO LET.

HOUSE, No. 3, ROSE TERRACE, Kowloon. Apply to—

COMPRADORE, Barretto &amp; Co. Hongkong, 14th October, 1907. [665]

## Intimations.

## THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP ..... \$1,000,000.)

Loans on Mortgage of House Property, &amp;c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application.)

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &amp;c. Undertakes and Executes. SHEWAN, TOMES &amp; Co., General Managers. Hongkong, 2nd December, 1907. [666]

## O. C. MOOSA, 1 &amp; 3, D'AGUILAR STREET.

## FURS! FURS! FURS!

VARIOUS SHAPES AND COLOURS

## DRESS FABRIC

NEWEST PATTERNS

## SERGES.

## TWEEDS.

## VOILES

LADIES' &amp; CHILDREN'S UNDERCLOTHING, Hosiery, CLOVES

NOVELTIES IN SEQUIN AND JACQUARD ROBES.

Samples on application. Custom port orders carefully executed. Hongkong, 2nd December, 1907. [1000]

## NOTICE.

THE Public are hereby informed that a change has been made in the Rates of Subscription to the Hongkong Telegraph. They are warned against paying more than the rates (to call) per Single Copy. THE MANAGER, Hongkong Telegraph Co., Ltd. Hongkong, 2nd December, 1907.



**Intimation.**

**Powell's**

28, Queen's Road,

(OPPOSITE THE CLOCK TOWER).

**GENTS' DRESSING GOWNS**

Smart—Exclusive,

**\$10 to \$50**

each.

**SMOKING JACKETS**

Warm—Comfortable,

**\$15.00**

and upwards.

**Knitted Woollen WAISTCOATS**

Newest Designs and Colourings,

**\$5.50 to \$16.50**

each.

**Striped & Checked TATTERSALLS.**

**WM. POWELL, LTD.,**

Gent's Outfitters,

HONGKONG

Hongkong, 31st December, 1907.

**Intimations.****NEW-YEAR HOLIDAYS.**

In accordance with Government Notification No. 845 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business TO-MORROW and THURSDAY, the 1st and 2nd January, respectively.

Hongkong, 31st December, 1907. [1115]

THE GREAT NORTHERN TELEGRAPH CO., LTD. OF COPENHAGEN.

**NOTICE.****CURRENCY CHARGES ON TELEGRAMS.**

Referring to the Company's notice of the 20th September last, the Senders of Telegrams are hereby advised that from the 1st January, 1908, the Charge for Telegrams will, subject to revision after three months, be collected at the Rate of 10.33 equal to Frs. 1.00.

H. BULOW FRIKKE,

Acting Superintendent,

Hongkong, 27th December, 1907. [1119]

PEAK TRAMWAYS COMPANY, LIMITED.

**TIME TABLE.****WEEK DAYS.**

7.00 a.m. to 9.30 a.m. ... Every 10 minutes.  
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.  
11.00 a.m. to 12.45 p.m. ... Every 15 minutes.  
12.45 p.m. to 1.15 p.m. ... Every 15 minutes.  
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.  
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.  
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.  
3.00 p.m. to 4.00 p.m. ... Every 15 minutes.  
4.00 p.m. to 5.00 p.m. ... Every 15 minutes.

NIGHT CARS.

8.15 p.m. and 9 p.m. to 11.15 p.m. every half hour.

**SUNDAYS.**

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.  
9.00 a.m. to 9.30 a.m. ... Every 15 minutes.  
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.  
10.30 a.m. to 11.30 a.m. ... Every 15 minutes.  
11.30 a.m. to 12.00 noon ... Every 15 minutes.  
12.00 Noon to 1.00 p.m. ... Every 15 minutes.  
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.  
1.30 p.m. to 2.00 p.m. ... Every 15 minutes.  
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.  
2.30 p.m. to 3.00 p.m. ... Every 15 minutes.

NIGHT CARS as on Week Days.

**SATURDAYS.**

Extra cars at 3.15 p.m., 5.15 p.m. and 11.15 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vaux Road Central.

JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 4th June, 1907. [150]

**COLD STORAGE.**

THE HONGKONG ICE COMPANY, LTD. have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 a.m. and 4 p.m., daily Sunday excepted, to receive and deliver perishable goods.

WM. FARLANE, Manager.

Hongkong, 22nd June, 1905. [150]

Sole Agents for

HUMBER CYCLES.

TYPEWRITERS

FOR

HIRE, REPAIR & SALE.

TO CLEAR AT VERY MODERATE

PRICE.

REMINGTON,

HAMMOND,

B. BLOCK.

NEW CENTURY & SUN TYPEWRITERS.

MOTOR LAUNCHES

and BOATS

FOR HIRE AT BLAKE PIER.

DAY AND NIGHT PER HOUR .....\$2

New Bicycles

for Hire.

NEW CYCLES FROM \$65 EACH.

REPAIR TO MOTOR BOAT, CARS,

and CYCLES UNDERTAKEN.

DRAGON CYCLE DEPOT,

No. 11, DAQUILAR ST. and KOWLOON,

Hongkong, 27th November, 1907. [1467]

**AN APPEAL.**

THE SUPERIORITY OF THE ITALIAN CONVENT. CAME ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars and Cuffs renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiority will also be most grateful for any PATCH, or old RAYSTOPS to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Gentlemen's Shirts made to order, and Collars and Cuffs renewed on old ones.

Hongkong, 31st December, 1907.

**THE KAIKERS' NAVY.****WHAT THE GERMAN ESTIMATES MEAN.**

A great deal of noise is being made over the new German navy estimates. But it is nothing to the uproar that is being prepared for next spring when our own new estimates are made public. It is taken for granted in the navy that next year will witness a very ambitious programme of big ships. We have now obtained so long a lead over rival powers in "Dreadnoughts" and "Invincibles" that we can afford to leave well alone next year and devote our money to a big programme of medium-sized armoured cruisers, fast scouts, and destroyers.

The result will be that our next year's programme will probably appear weak in respect of big ships when compared with that of Germany. It is safe to count on the engineering of a naval panic on the strength of these figures which will make the efforts of the last twelve months look insignificant. The Germans are to lay down four capital ships. The government will be called upon to lay down eight of the same types (costing close on £16,000,000) on pain of being convicted of abandoning the "two-power" standard. In view of the panic and misrepresentation that are already preparing to show themselves it cannot fail to be useful to get a firm grip of the actual hard facts of the naval situation. Vague generalities will not silence frightened people. They must be in a position to compare the real with the imaginary.

GERMANY'S FAILURE.

To accuse Germany of making secret and sudden changes of naval policy, and thereby endangering the peace of Europe, is absurd. It would be less unreasonable to bring the charge against ourselves, who, from the nature of the case, have no long-sighted policy of naval construction, but who build from year to year what the needs of the time demand. As a fact, since the first great Navy Act of 1898, Germany has played with her cards on the table. She has published to the world her exact naval intentions for many years ahead, giving the amplest warning of the naval development which she has a perfect right to undertake.

In the new estimates she defines her progress for the next ten years. But before examining these proposals, it is well to realise that the German Admiralty has tacitly admitted the complete failure of its whole scheme of naval development up to the year 1905. In the previous ten years Germany busied herself with the construction of a battle fleet of 20 ships which differed in all essentials from those of every other first-class Power. She planned her faith to small ships, a light primary armament, and a huge secondary armament. While the last of her 20 ships were still on the stocks, she realised that all this huge effort was almost wasted. The British Admiralty, more or less closely followed by the rest of the world, had stuck to big displacements, the 12-in. gun, and a moderate secondary armament. The war in the Pacific threw a searchlight on the whole problem. The Lig. gun in the big ship was proved to be the king of battle, and the secondary armament was thrown overboard.

THE NEW POLICY.

Germany's failure was admitted and she has had to begin all over again. Her battleships of 13,000 tons have given place to ships of 18,000 and 19,000 tons; her cruisers have risen from 11,000 to 17,000 tons. Their armaments have had to be completely changed and, worst of all, the Kiel Canal, that essential link in her naval strategy, and her harbours and docks have all to be enlarged and deepened at vast expense before her new ships can use them. All these developments were forced upon her, to her great loss and embarrassment by the logic of events.

The change which is now being made in the shipbuilding scheme is somewhat analogous. Until the present time German battleships have been given an official life-time of twenty-five years, cruisers twenty years, and destroyers twelve years. For the big ships these periods of time have been notoriously fallacious. There is not a battleship afloat of twenty years of age that is fit for anything but the scrapheap. A cruiser of the same age is an ancient joke. In our own navy—the most up-to-date in the world so far as material is concerned—no definite period for obsolescence is laid down. A ship is scrapped as soon as it is no longer considered war-worthy even though it may be only a dozen years old. As a matter of fact all our battleships laid down before 1904 have already been put in a "special reserve" antecedent to the scrapheap, while about fifteen years is the extreme limit of age allowed to any cruiser. In face of this the German proposal to reduce the age of their battleships from twenty-five to twenty years and to leave it at twenty for the cruiser is a very mild measure indeed. It includes in the nominal fighting strength of the German navy many ships that in ours would not be considered worth the paint that is wasted on them.

HOW WE STAND TO-DAY.

In the light of this modification, the changes in the German programme are very simple. Since 1904 Germany has been steadily building in order to reach in 1917 a total of 38 battleships and 20 large cruisers. To reach these figures (while simultaneously striking off and replacing ships that reach the age-limit) she will have to lay down in the next ten years 17 battleships and large cruisers. These will be, roughly speaking, "Dreadnoughts," and "Invincibles" respectively. In addition to these, she has four "Dreadnoughts" and one "Invincible" recently begun.

What have we to fear from this programme? Our superiority in ships of the present "Dreadnought" era is so overwhelming as to be beyond discussion. Continuing attention solely to the new types, we have already three "Dreadnoughts" (including the Lord Nelson), completed, three "Dreadnoughts" and three "Invincibles" launched and one "Invincible" completed, and three more "Dreadnoughts" begun. By the end of 1909 we shall have

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It is in this bold policy the Admiralty has deserved well of the nation. It has placed us in such a pre-eminent position as regards the new types of ship that we can afford to watch and experiment so that one answer to the new foreign ships will be a still more powerful type, that will leave them behind again, and we can have good use of the time gained by strengthening the cruiser and destroyer flotillas, which are not, indeed, below strength, but which are ripe for new developments.—Morning Leader.

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The change which is now being made in the shipbuilding scheme is somewhat analogous. Until the present time German battleships have been given an official life-time of twenty-five years, cruisers twenty years, and destroyers twelve years. For the big ships these periods of time have been notoriously fallacious. There is not a battleship afloat of twenty years of age that is fit for anything but the scrapheap. A cruiser of the same age is an ancient joke. In our own navy—the most up-to-date in the world so far as material is concerned—no definite period for obsolescence is laid down. A ship is scrapped as soon as it is no longer considered war-worthy even though it may be only a dozen years old. As a matter of fact all our battleships laid down before 1904 have already been put in a "special reserve" antecedent to the scrapheap, while about fifteen years is the extreme limit of age allowed to any cruiser. In face of this the German proposal to reduce the age of their battleships from twenty-five to twenty years and to leave it at twenty for the cruiser is a very mild measure indeed. It includes in the nominal fighting strength of the German navy many ships that in ours would not be considered worth the paint that is wasted on them.

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THE KAIKERS' NAVY.

WHAT THE GERMAN ESTIMATES MEAN.

A great deal of noise is being made over the new German navy estimates. But it is nothing to the uproar that is being prepared for next spring when our own new estimates are made public. It is taken for granted in the navy that next year will witness a very ambitious programme of big ships. We have now obtained so long a lead over rival powers in "Dreadnoughts" and "Invincibles" that we can afford to leave well alone next year and devote our money to a big programme of medium-sized armoured cruisers, fast scouts, and destroyers.

The result will be that our next year's programme will probably appear weak in respect of big ships when compared with that of Germany. It is safe to count on the engineering of a naval panic on the strength of these figures which will make the efforts of the last twelve months look insignificant. The Germans are to lay down four capital ships. The government will be called upon to lay down eight of the same types (costing close on £16,000,000) on pain of being convicted of abandoning the "two-power" standard. In view of the panic and misrepresentation that are already preparing to show themselves it cannot fail to be useful to get a firm grip of the actual hard facts of the naval situation. Vague generalities will not silence frightened people. They must be in a position to compare the real with the imaginary.

GERMANY'S FAILURE.

To accuse Germany of making secret and sudden changes of naval policy, and thereby endangering the peace of Europe, is absurd. It would be less unreasonable to bring the charge against ourselves, who, from the nature of the case, have no long-sighted policy of naval construction, but who build from year to year what the needs of the time demand. As a fact, since the first great Navy Act of 1898, Germany has played with her cards on the table. She has published to the world her exact naval intentions for many years ahead, giving the amplest warning of the naval development which she has a perfect right to undertake.

In the new estimates she defines her progress for the next ten years. But before examining these proposals, it is well to realise that the German Admiralty has tacitly admitted the complete failure of its whole scheme of naval development up to the year 1905. In the previous ten years Germany busied herself with the construction of a battle fleet of 20 ships which differed in all essentials from those of every other first-class Power. She planned her faith to small ships, a light primary armament, and a huge secondary armament. While the last of her 20 ships were still on the stocks, she realised that all this huge effort was almost wasted. The British Admiralty, more or less closely followed by the rest of the world, had stuck to big displacements, the 12-in. gun, and a moderate secondary armament. The war in the Pacific threw a searchlight on the whole problem. The Lig. gun in the big ship was proved to be the king of battle, and the secondary armament was thrown overboard.

THE NEW POLICY.

Germany's failure was admitted and she has had to begin all over again. Her battleships of 13,000 tons have given place to ships of 18,000 and 19,000 tons; her cruisers have risen from 11,000 to 17,000 tons. Their armaments have had to be completely changed and, worst of all, the Kiel Canal, that essential link in her naval strategy, and her harbours and docks have all to be enlarged and deepened at vast expense before her new ships can use them. All these developments were forced upon her, to her great loss and embarrassment by the logic of events.

The change which is now being made in the shipbuilding scheme is somewhat analogous. Until the present time German battleships have been given an official life-time of twenty-five years, cruisers twenty years, and destroyers twelve years. For the big ships these periods of time have been notoriously fallacious. There is not a battleship afloat of twenty years of age that is fit for anything but the scrapheap. A cruiser of the same age is an ancient joke. In our own navy—the most up-to-date in the world so far as material is concerned—no definite period for obsolescence is laid down. A ship is scrapped as soon as it is no longer considered war-worthy even though it may be only a dozen years old. As a matter of fact all our battleships laid down before 1904 have already been put in a "special reserve" antecedent to the scrapheap, while about fifteen years is the extreme limit of age allowed to any cruiser. In face of this the German proposal to reduce the age of their battleships from twenty-five to twenty years and to leave it at twenty for the cruiser is a very mild measure indeed. It includes in the nominal fighting strength of the German navy many ships that in ours would not be considered worth the paint that is wasted on them.

HOW WE STAND TO-DAY.

In the light of this modification, the changes in the German programme are very simple. Since 1904 Germany has been steadily building in order to reach in 1917 a total of 38 battleships and 20 large cruisers. To reach these figures (while simultaneously striking off and replacing ships that reach the age-limit) she will have to lay down in the next ten years 17 battleships and large cruisers. These will be, roughly speaking, "Dreadnoughts," and "Invincibles" respectively. In addition to these, she has four "Dreadnoughts" and one "Invincible" recently begun.

What have we to fear from this programme? Our superiority in ships of the present "Dreadnought" era is so overwhelming as to be beyond discussion. Continuing attention solely to the new types, we have already three "Dreadnoughts" (including the Lord Nelson), completed, three "Dreadnoughts" and three "Invincibles" launched and one "Invincible" completed, and three more "Dreadnoughts" begun. By the end of 1909 we shall have

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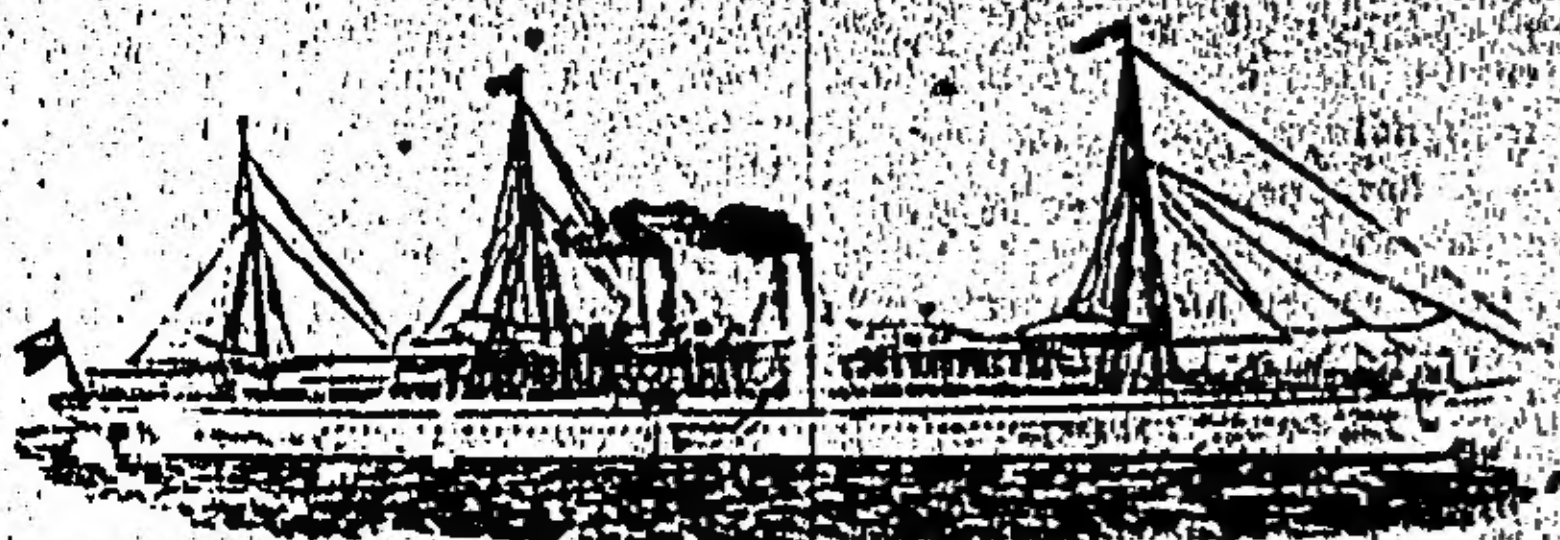








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N.M.N.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF INDIA" .....	4,000	THURSDAY, Jan. 16th	Feb. 3rd
"MONTEAGLE" .....	4,105	WEDNESDAY, Jan. 29th	Feb. 22nd
"EMPRESS OF JAPAN" .....	4,000	THURSDAY, Feb. 13th	Mar. 2nd
"EMPRESS OF CHINA" .....	4,000	THURSDAY, Feb. 27th	Mar. 16th
"EMPRESS OF INDIA" .....	4,000	THURSDAY, April 6th	April 27th
"MONTEAGLE" .....	4,105	WEDNESDAY, April 23rd	May 16th

"EMPRESS" steamers will depart from Hongkong at 4 P.M.  
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The S.S. "ARNAND BERIO,"  
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This steamer connects at Colombo with the  
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Cargo also booked for principal places in  
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Next sailings will be as follows —  
S.S. *SAZABIE* ..... 21st Jan.  
S.S. *VARRY* ..... 14th Feb.  
S.S. *OCEANIAN* ..... 18th Feb.  
J. MILLET,  
Agent.  
Hongkong, 20th December, 1907.

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**THE Steamship** *Illustration*

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